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URGENT SAFETY ADVICE- PLEASE READ CAREFULLY

20/8/08

SB080820 (SB102A) – Fly boom levelling rod connection

As a result of a failure of a Levelling rod in a GMJ Elevating work platform we have decided, as part of an ongoing investigation, to provide a new connection to all owners of the following model EWP's.

MODEL NO.
TT16-300
LLF16-350 (/S)
LLF14-300

We request that you obtain the services of a competent service organisation to replace the affected component and RETURN THE EXISTING COMPONENT TO GMJ AT THE EARLIEST POSSIBLE TIME.

NOTE: It is important to follow the enclosed procedure when replacing the component. Two procedures are provided applicable to LLF Models and TT Models. Apply the correct procedure applicable for your model.

We would like to take this opportunity to remind all operators that:

- 1. The liner mass forms part of the rated capacity of the unit and the mass must be deducted from the maximum rated capacity. The liner mass is clearly displayed of the rated capacity chart and details are provided in the manual**
- 2. Exceeding the rated capacity is not permitted**
- 3. Supporting conductors with the basket is not permitted**
- 4. A preoperational inspection must be conducted before use and the log book filled in**
- 5. Any defect found must be recorded in the logbook and corrected before use**

We would also remind all owners that the machine must be regularly inspected and lubricated according the lubrication chart provided in the manual.



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PROCEDURE: REPLACEMENT OF ROD CLEVIS PART NO: TT19-350/S-038

FOR 'LLF' MODEL EWP's. (SEE NEXT PAGE FOR TT MODEL EWP's)

NOTE: IT IS IMPORTANT TO INSTALL THE TOP PIVOT PIN LAST WHEN INSTALLING THE LEVELLING ROD.

1. Undo the basket tie down strap and deploy the stabilisers.
2. Raise the upper boom and extend the inner boom to clear the rear of the vehicle.
3. Lower the upper boom.
4. Remove insulating covers on one side of the inner boom at the fly boom pivot.
5. Tilt the basket and remove the liner.
6. Raise the fly boom to expose the levelling rod bottom pivot pin.
7. Support the basket using a forklift or similar device sufficiently to take the tension off the levelling rod.
8. Remove the levelling rod bottom pivot pin.
9. Inspect the levelling rod pin and bush for signs of galling or seizing. If the pivot pin is in good condition it is possible to reuse these. If not, the pin and bush must be replaced.
10. Measure and record the gap between the levelling rod proper and the clevis.
11. Remove the screwed clevis.
12. Install the new clevis and screw it in to achieve the same gap $-0.5+1.5$ mm as that recorded in step 8.
13. Clean the pin and bushes and reinstall or replace the pin and bushes.
14. Remove the forklift
15. Gradually lower the fly boom until it is around 5 degrees from vertical. **DO NOT LOWER THE FLY BOOM FULLY.**
16. Support the basket using a forklift to take the tension from the levelling rod.
17. Remove the upper pivot pin and inspect the pivot pin and bushes – replace if necessary.
18. Lower the forklift until the basket is approximately 10 degrees below horizontal.
19. Lower the fly boom FULLY.
20. Gently raise the forklift so that the basket is positioned horizontally.
21. Reinstall the top pivot pin. **NOTE: If it is not possible to install the top pivot pin readjust the levelling rod length**
22. Lubricate both pivot points.
23. Remove the forklift and tilt the basket.
24. Ensure the fly boom is fully lowered and check the clearance between the top of the fly boom and the levelling system. Clearance must be at least 1-5 mm.
25. Raise the fly boom fully and check the basket level throughout its motion. Basket level should remain constant.
26. Apply a test load of 1.25 times rated capacity with the fly boom fully raised.
27. Operate the unit from the basket controls and check clearance between the levelling rod and the boom/levelling system. This completes the installation of the levelling rod.
28. Checking the pressure setting of the levelling system overcentre valve.
29. Remove the hose from the bore end of the levelling cylinder.
30. With the test load in the basket, adjust the setting of the overcentre valve on the levelling cylinder so that the cylinder just holds the test load.
31. Lock the valve in place and reinstall the levelling system hose, and bleed the system. **Note: set the cross line relief valves (in the pivot frame) on the levelling to 125 bar as per the manual.**
32. Record that the above procedure has been completed in the EWP logbook.

NOTE: IT IS NECESSARY TO COMPLETE ALL THE ABOVE STEPS TO ENSURE THE LEVELLING ROD IS INSTALLED CORRECTLY.

PLEASE return the clevis to GMJ together with the model number and serial number of the machine the clevis was removed from.

Note: Any fibreglass repairs to the fly boom nose must not cause the clearance to be reduced below 1mm when the fly boom is fully lowered.

Rated Capacity	Test Load
250 kg	315 kg
280 kg	350 kg
300 kg	375 kg
350 kg	438 kg

The rated capacities shown above are when the basket liner is removed.



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PROCEDURE: REPLACEMENT OF ROD CLEVIS PART NO: TT19-350/S-038

FOR TT MODEL EWP's. (SEE PREVIOUS PAGE FOR LLF MODEL EWP's)

NOTE: IT IS IMPORTANT TO INSTALL THE TOP PIVOT PIN LAST WHEN INSTALLING THE LEVELLING ROD.

1. Undo the basket tie down strap and deploy the stabilisers.
2. Raise the Lower boom and extend the inner boom to clear the vehicle and slew to the side of the boom rest.
3. Lower the boom.
4. Remove insulating covers on one side of the inner boom at the fly boom pivot.
5. Tilt the basket and remove the liner.
6. Raise the fly boom to expose the levelling rod bottom pivot pin.
7. Support the basket using a forklift or similar device sufficiently to take the tension off the levelling rod.
8. Remove the levelling rod bottom pivot pin.
9. Inspect the levelling rod pin and bush for signs of galling or seizing. If the pivot pin is in good condition it is possible to reuse these. If not, the pin and bush must be replaced.
10. Measure and record the gap between the levelling rod proper and the clevis.
11. Remove the screwed clevis.
12. Install the new clevis and screw it in to achieve the same gap $-0.5+1.5$ mm as that recorded in step 8.
13. Clean the pin and bushes and reinstall or replace the pin and bushes.
14. Remove the fork lift
15. Gradually lower the fly boom until it is around 5 degrees from vertical. **DO NOT LOWER THE FLY BOOM FULLY.**
16. Support the basket using a forklift to take the tension from the levelling rod.
17. Remove the upper pivot pin and inspect the pivot pin and bushes – replace if necessary.
18. Lower the forklift until the basket is approximately 10 degrees below horizontal.
19. Lower the fly boom FULLY.
20. Gently raise the forklift so that the basket is positioned horizontally.
21. Reinstall the top pivot pin. **NOTE: If it is not possible to install the top pivot pin readjust the levelling rod length**
22. Lubricate both pivot points.
23. Remove the forklift and tilt the basket.
24. Ensure the fly boom is fully lowered and check the clearance between the top of the fly boom and the levelling system. Clearance must be at least 1-5 mm.
25. Raise the fly boom fully and check the basket level throughout its motion. Basket level should remain constant.
26. Apply a test load of 1.25 times rated capacity with the fly boom fully raised.
27. Operate the unit from the basket controls and check clearance between the levelling rod and the boom/levelling system. This completes the installation of the levelling rod.
28. Checking the pressure setting of the levelling system overcentre valve.
29. Remove the hose from the bore end of the levelling cylinder.
30. With the test load in the basket, adjust the setting of the overcentre valve on the levelling cylinder so that the cylinder just holds the test load.
31. Lock the valve in place and reinstall the levelling system hose, and bleed the system. **Note: set the cross line relief valves (in the pivot frame) on the levelling to 125 bar as per the manual.**
32. Record that the above procedure has been completed in the EWP logbook.

NOTE: IT IS NECESSARY TO COMPLETE ALL THE ABOVE STEPS TO ENSURE THE LEVELLING ROD IS INSTALLED CORRECTLY.

PLEASE return the clevis to GMJ together with the model number and serial number of the machine the clevis was removed from.

Note: Any fibreglass repairs to the fly boom nose must not cause the clearance to be reduced below 1mm when the fly boom is fully lowered.

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